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# *the* ILLINOIS ENGINEER



NEW ILLINOIS CENTRAL BRIDGE OVER OHIO AT CAIRO  
(See Page 3)

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THE ILLINOIS ENGINEER, MAY, 1951—VOLUME XXVII, NO. 5

Address all communications to the Society at 631 East Green St., Champaign, Illinois.  
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Affiliated with the National Society of Professional Engineers

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# Of Professional Interest

## BABBITT 1950 ILLINOIS AWARD RECIPIENT

Upon the recommendation of the Illinois Award Committee and by action of the Board of Direction, Mr. Harold E. Babbitt was granted the Illinois Award for 1950. The presentation was made at the 66th Annual Meeting in Urbana.

The Award is "For his meritorious service in protecting and elevating the Profession of Engineering and for his devotion of thought and energy to the safeguarding of the welfare of the general public."

The following quotations are from the rules set up by the Board of Direction and from the recommendation of the Committee, respectively.

"The basis of the award shall be for outstanding engineering accomplishment or some exceptional contribution to the engineering profession. This contribution may be in the form of a paper, or unselfish public service.

"The only qualification necessary shall be that the recipient be an engineer of some reasonable degree of professional skill or administrative attainment. It is the intent that this award shall be an honor conferred upon a brother engineer by his fellow-engineers on account of accomplishments or professional contributions which preeminently promote the happiness, comfort and well-being of humanity."

The 1950 Illinois Award Committee consisted of W. B. Walraven, Chairman; C. M. Slaymaker, Secretary; C. I. Burgraf, V. E. Gunlock, Earl Rush and T. C. Shedd.

Following is a list of the recipients of the award since its inception in 1931.

## PAST RECIPIENTS OF THE ILLINOIS AWARD

- 1939—Leo Spurling for exceptional contribution to the engineering profession.
- 1948—State Senator Arthur M. Kaindl for distinguished service to the engineering profession.
- 1947—Col. W. E. Trower, "Comprehensive Flood Control Plan for the Illinois River Basin."
- 1946—V. E. Gunlock, "Chicago Subway System."
- 1945—Alex Van Praag, Jr., "The Small Public Waterworks System, Its Romance and Its Tragedy."
- 1944—S. M. Wood, "Erosion of Our Coastal Frontiers. Part II."
- 1943—A. P. Greensfelder, "The Civil Engineer in War and Post-War Activities."
- 1942—F. L. Osborn, "Engineering Insurance."
- 1941—H. E. Babbitt, "The Flow of Mud and Sludge."
- 1939—S. M. Wood, "Stages of Victoria Nyanza."
- 1938—J. R. Longley, "The Gas Power of Greater Peoria Sanitary District."
- 1937—L. C. Whittemore and N. E. Anderson, "Design of Sewage Treatment Works of the Sanitary District of Chicago."
- 1936—S. M. Wood, "The Cycle of the Great Lakes."
- 1934—A. C. Stanfield, "Some Features of the Flora, Illinois, Water Supply System."
- 1933—M. B. Reynolds and A. E. Gorman, "Chicago's Water Pollution Problem—Past and Future."
- 1932—W. B. Walraven, "Development of Power from Sewage Sludge Gas."
- 1931—W. W. Mathews, "The Galesburg Sanitary District."

## PRESIDENT'S MESSAGE

A meeting of Chapter Presidents, Secretaries and Membership Chairmen was held in Peoria on April 14. The attendance was very gratifying indeed as fifteen of the sixteen chapters were represented.

This meeting supplied the opportunity for these important officers of the local chapters to meet their state officers and to better coordinate the work of the local and state organizations. It gave us an opportunity to exchange ideas that may be of mutual benefit. It gave us an opportunity to review our aims and purposes. I am hopeful that it supplied the impetus to make us all work a little harder for our profession. I believe that the fine enthusiasm shown at this meeting will carry on through the chapters to the individuals and will result in a bigger and better Society.

Thanks for coming.

V. E. GUNLOCK, *President, I.S.P.E.*



## MEMBERS IN THE ARMED SERVICE

A. Richard Ayers, Major, Army Air Force (Champaign County Chapter).

J. W. Briscoe, Major, Army Air Force (Champaign County Chapter).

John R. Davis (Capital Chapter).

Robert R. French (Capital Chapter).

Milton T. Holloway, Lt. Commander, U. S. N. R. (Champaign County Chapter).

Eric T. Jauch, Captain C. E., Army (Rock River Chapter).

Roger L. Pendleton, Lieutenant, Army (Illinois Valley Chapter).

Stanley Ream, Lieutenant, Federal Air Force Service, Colorado Air National Guard (Capital Chapter).

Lee Stickler, Lieutenant J. G., U. S. N. R. (Capital Chapter).

Clark Toussaint, Army (Rockford Chapter).

Ross D. Watkins, Army (Capital Chapter).

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## READ THE ADVERTISEMENTS

### SUBSCRIPTION RATES

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# Third Annual Chapter Presidents, Secretaries and Membership Chairmen Conference

(Reported by Assistant Secretary Roberts)

The third Annual Chapter Presidents, Secretaries and Membership Chairmen Conference was held in the Blackhawk Room of the Jefferson Hotel, Peoria, on Saturday, April 14, 1951. All State officers were present except Vice-President Spicer who was recuperating from an attack of the flu and all chapters were represented except one.

President Gunlock set the theme of the meeting with a short talk outlining the purposes of the conference and then he gave the group a thorough and interesting report of the National President's conference which was held in Washington the first week of March. Among the topics discussed at the Washington conference and explained in detail by President Gunlock were the following: Plans for Unity of the Engineering Profession, Chapter Activity, Inter-Professional Relations, Public Relations, Manpower and Legislative Items, National and Civil Defense, Programs for the Young Engineers and EIT's, Education, Inter-Society Relations, Ethical Practices, Registration Activity, Membership, Awards, and Publications. The first day of the conference was held in the Pentagon and several generals and other high-ranking military authority spoke and discussed problems with the State Presidents of N. S. P. E. A general discussion followed President Gunlock's talk and several questions were answered which clarified points in the talk.

Past President George E. Ekblaw in the absence of Vice-President Spicer spoke on the duties of the chapter vice-president. Dr. Ekblaw said that the chapter vice-president should be an ex-officio member of all chapter committees and should act as a sparkplug to keep the committees not only active but also on the right track. He pointed out that it might be a good idea for the chapters to adopt the custom of the Illinois Society in making the chapter vice-president the comptroller for the chapter. Also in some chapters the vice-president is the program chairman. He should also be the right hand man for both the chapter secretary and the chapter president. The chapter vice-president should be an active officer and not just a meeting chairman in the absence of the president. A discussion period followed Dr. Ekblaw's talk.

Secretary Babbitt talked on the duties of the chapter secretary. He discussed the desirability of the use of the Chapter Hand Book as a guide toward better planning of chapter activities. Each chapter president and chapter secretary has a Hand Book as part of his equipment. Secretary Babbitt went through the Hand Book page by page answering questions from the floor as he proceeded.

W. A. Oliver, Editor of the *Illinois Engineer*, presented some figures related to magazine costs and income.

## TAKEN AT THE CONFERENCE

(W. J. Roberts, Champaign County, Photographer)



### SECRETARIES

Left to right—back row: L. F. Ryburn, Capital; George Boot Jr., DuKane; A. H. Ferger, Rock River; John Dolio, Chicago; C. T. Borchelt, Peoria area.

Front row: W. S. Chaney, Joliet; Manuel Garcia, St. Clair; F. E. Troxel, Central Illinois; Dean Antrobus, Illinois Valley.



### PRESIDENTS

Back row: R. G. Thomas, Rock River; L. D. Hudson, Capital; E. M. Anderson, Champaign County; J. F. Bateman, DuKane; W. S. Gray, Joliet; Lee I. Osborn, Kewanee.

Front row: G. H. Shanahan, Madison; C. L. Calkins, LaSalle County; J. B. Moran, Illinois Valley; G. L. DeMent, Chicago.

There were a total of 200 pages of printed matter published in the twelve issues of 1950, 37 pages of advertising and 163 pages of reading matter. The average cost per page was \$18.35. The average gross income from advertisements was \$40.00 per page making a net income per page of \$21.65. On the basis of these figures assuming that the Society might want to publish 20 pages of reading matter per year there would need to be



approximately 12 to 14 pages of advertising per month in order to have it pay for the entire cost of the magazine. That is three or four times as much as we now have. At the present time the magazine costs each member approximately \$1.25 per year.

State Membership Chairman John Askren talked about using the Aims and Activities Brochure as a selling tool in membership campaigns and threw the conference open for general discussion of membership problems. The discussion boiled down to the fact that personal selling of memberships is necessary. Quite a few chapters are under way with membership campaigns at the present time and most of them are using the so-called "Chamber of Commerce" type of campaign; that is, the membership is divided into teams with a list of prospects for each team.

Assistant Secretary Roberts called attention to the bad address list included in each packet of material and requested good addresses for any that are known. He called attention to the fact that price becomes secondary if the prospective member is properly sold. Roberts closed with a reminder that with a little help from each chapter on new advertising contracts for the *Illinois Engineer*, both display and the Professional Directory, the magazine would be more nearly self-supporting.

President Gunlock then invited general discussion on any chapter problem. Several men talked about the need for the Society to carry the story of engineering to the high schools in each chapter area. The topic of refresher courses and the reproduction of professional engineering examinations was discussed. Questions about chapter policy were answered by State officers.

The consensus of those present, in response to the question by President Gunlock was that the Presidents, Secretaries and Membership Chairmen Conference had accomplished its purpose in clarifying chapter level problems and that it should be conducted annually.



STATE OFFICERS

Back row: P. E. Roberts, Assistant Secretary; W. A. Oliver, Editor, *Illinois Engineer*; J. A. Askren, State Membership Chairman; George E. Ekblaw, Past President.

Front row: H. E. Babbitt, Secretary; V. E. Gunlock, President.

## VOX SECRETARII

P. E. ROBERTS

### Membership

Membership Campaigns at the chapter level was one of the principal topics discussed at the Peoria Conference on April 14th. John Askren, State Membership Chairman, is in the driver's seat and things should begin to shape up rapidly. Every member of the Illinois Society is an ex-officio member of the membership committee. Each chapter membership chairman has a supply of application blanks and if you need help in getting the signature on the line, ask him to go with you when you call on that engineer you will enroll. A difficult task divided into many parts becomes a light task—you can help divide the work of the membership committee by getting your two applications filled out and handed to your chapter membership chairman.

### Legislative

Up to May 1st the 67th General Assembly had not yet gone into high gear. This report is brief because of the fact that there is very little to tell you. The Secretary's office is watching the day by day developments of the Legislature. Reapportionment and the five cent gas tax bills are the two hot subjects at this session. The F. E. P. C. Bill reposes in a pigeonhole once again.

### Miscellany

Egyptian Chapter sponsored two refreshers course classes this spring, one for land surveyors and one for professional engineers. . . . Capital Chapter held a "Legislative Stag" on May 1st; more about this party later. . . . Dues are now past due. Are you in the 1951 column? . . . Bad case of spring fever—my ghost has quit shadow boxing with himself.

### COST OF LIVING INDEX

The correction factor to be applied to the I. S. P. E. Schedule of Minimum Fees and Salaries was 184.5 for March, 1951. The factor is based upon the U. S. Department of Labor's most recent Consumer Price Index.

### COVER PICTURE

#### New Illinois Central Railroad Bridge at Cairo

This month's cover shows a construction picture of the new Illinois Central Railroad bridge over the Ohio River at Cairo, Illinois. The new spans are being erected beside the old ones as shown in the photograph. When the new span is completed, the old one is shifted latterly to falsework on the upstream side of the bridge while, at the same time, the new structure is moved into final position on the piers. The old span is later dropped 100 feet into the river where the old steel is salvaged by cutting with a burning torch. The span shown and the adjacent one on the south are 518 feet in length. The photograph was taken looking south from the Illinois side of the river.

The photograph was obtained through the courtesy of Mr. Max Block, bridge engineer with the I. C.



# Program Proposals for the Local Chapters of the Society for Professional Engineers

W. L. EVERITT, *Dean of Engineering, University of Illinois*  
(Talk given at the 66th Annual Meeting of the Illinois  
Society for Professional Engineers, February 3, 1951)

A professor riding on a train was asked by the conductor for his ticket. As he searched ineffectively through his pockets, the conductor said, "Oh, that's all right, Professor. I know you have the ticket, so don't worry about it." The professor remarked, "Oh, that isn't the answer! If I can't find my ticket, I won't know where I'm going."

Our Society of Professional Engineers has reasonably clear objectives for its national and state programs, but I wonder at times if we have a clear enough picture of where we hope to go in our local programs. On the national level, the N. S. P. E. deals primarily with legislative problems. On the state level, the Illinois Society acts as a monitor on the operation of our registration law, watches for infractions of laws by engineers and other persons practicing engineering in Illinois, and considers other questions of a state-wide nature.

Many of us are disturbed as to why more eligible engineers don't join our Society, and we are also disturbed because more engineers who are qualified don't register. I will admit that I, personally, believe the best approach to an individual in asking him to join an organization—be it a professional society or a church—is not to answer the questions, "What benefit will I get if I join the society?" as compared with "What will I lose if I do not join the society?"; but rather to emphasize, "What does it mean to me if the society exists?" as compared with "What would it mean if such a society were not operating at the national, state, and local levels?" However, from experience we have found that this argument alone is not sufficient; everyone is not impressed with his duty to support an organization just because it is important, but is willing to let others carry the load.

Since the recruitment program must necessarily be handled at the local level, the effectiveness of a society and the size and interest of its membership are determined largely by the local program. Furthermore, if we want our Society to take its real place in the profession, let us face the fact that a large section of the professional engineers are very lukewarm to the idea of registration, and are not attracted by programs centered around this idea as a core. While the program must necessarily be determined autonomously and locally, I would like to make some suggestions.

As an educator, I must admit bias, but I feel that one of the most important functions of a professional society is to integrate into the educational program in the broadest sense. I am using the phrase "educational program" as something continuing through the entire active life of any professional man, and involves not only the education of himself, but also of others on matters in which he should be the teacher.

Any program of a local chapter may be divided into two parts: 1) service to others, and hence to the community; and 2) service to the members.

In setting up a program, we should also, where possible, avoid duplication of effort and overlapping of functions. Therefore, at the start, I might say that I do not think the function of this Society is to provide technical discussions of a specific nature which can better be carried on by the sections of other technical societies, such as the AIEE, ASME, ASCE and so forth; because I believe there is enough to be done where a common effort of engineers from all branches is needed.

As a first and important service which can be done at a local level, I would suggest the over-all need of engineering in vocational guidance and education. This can be done particularly well by contacting superintendents and principals of schools in the areas served by the chapter, and offering the services of members who would discuss with students the nature of engineering, and the adaptability of the individual to an engineering career. At the present moment, we have a very serious situation facing the nation because of the drop in the number of engineers who are entering college. Many of the vocational advisors in high school have incorrect information on this need, particularly at the present time, and we can be of great service to our country and to engineering by pointing up this need.

In the educational process, the student is more important than the teacher, and the teacher is more important than the curriculum, and if we are going to have good engineering in the future, we must see that the right students are guided into this field; and those who are not adapted to such a career should also learn about this at the high school level. The college can only work with the material it gets, and the strength of this material is determined quite largely by the contacts which the high school boy makes, whether those be the right contacts or the wrong ones. I know of no better society to assist in this regard, because at this stage the decision being made is not between the branches of engineering, but whether the student will prepare for engineering or something else.

There are many other problems at the local level, particularly decisions of civic importance where the engineer can be of assistance. Engineers are frequently accused of being introverts, of not offering opinions unless they are specifically asked, and then of giving their suggestions in such terms that their recommendations are not convincing to non-technical people. But the leaders of our societies are usually chosen from the extroverts and they should see that they look beyond the confines of their society for services which their group can render. We often wonder why people do not take more no



ce of us and sometimes try to solve this problem by appointing a publicity committee, and then we wonder why the material which the publicity committee sends the newspaper is not published. If we render real service, we will not have to worry about being regarded unfavorably.

In the education of an engineer, we have found it necessary to recognize more and more that there are certain subjects which can best be taught in college, and that there are other areas of knowledge which can be learned best in industry through professional practice, either private or governmental. As the area of engineering knowledge has expanded, we have found that we can teach less and less of how things are done in practice, and have had to concentrate more and more on fundamental principles; that is, on theory. We also find that effective education in certain areas requires maturity and experience, and sufficient experience is not available or cannot be provided in the four or five years of college. We are already on the verge of producing mental indigestion in the amount of subject matter we are trying to get across. There is an increasing recognition by leading engineers of the need for understanding human problems as well as the physical sciences if the engineer is going to take the place he should in society. But the very fact that this recognition becomes keener as the man becomes older, highlights the fact that a certain amount of maturity is necessary in order to provide the incentive for improvement along these lines. Hence I do not feel we can ever provide in college as large a proportion of the necessary instruction in social and humanistic problems as we can in the physical sciences and in engineering. This means that most of this the engineer will have to learn after he graduates. But I do not think it is sufficient to leave this entirely to self-study or random experience. I think, therefore, that this indicates a place where the professional society should enter as a conscious participant in the long-term educational program for the engineer. Its effectiveness, like the effectiveness of a college program, can only depend on hard work and conscious planning. It would be desirable if the local chapters would try to introduce into their program coordinated discussions on social, economic, political and other problems.

The engineer is frequently accused of being inarticulate—or at least lacking in competence in the use of the written and spoken word. We have made real progress in many of our universities in improving this situation by courses in public speaking and oral discussions, and by improvement in the guidance of report writing. I sincerely believe the average paper presented before a professional society by our younger engineer contrasts favorably with most of the papers presented by more mature men. However, the only answer to improvement in speaking is to be given the opportunity to speak. In any public speaking course, a student will have far too few chances actually to get on his feet. The professional society can do much in this respect. But it would probably have to organize discussion groups; or, in effect,

organize courses on the subject, because we have found that the simple solution of calling on local speakers frequently results in no audience.

I would like to emphasize the importance of developing the discussion method as a means of increasing the benefits we receive from our meetings and our enjoyment of them. At the same time that we learn more about particular subjects, discussion will increase our ability to communicate ideas. Too many of our chapter meetings, in this as well as in other societies, are devoted to lectures and listening, with the participation of the audience limited, at most, to questions and answers. Most of us are aware, that in an atomic explosion, there is a principle of the critical mass. Neutrons released by individual atoms, collide with other atoms to release new neutrons, some of which escape from the mass, while others continue the process. Below a critical size, too large a proportion of the neutrons are lost. Similarly in group meetings, good discussion depends on the impact of ideas on individuals to release new ideas. Depending of course upon the individuals involved, it also seems there are critical sizes of discussion groups, and when people are brought together under the proper conditions, there is an increase in the generation of ideas and in their effect upon the individuals themselves. It is the primary function of a society to bring together members in groups to help this generation and reception of ideas. Here the simile may end, because the generation is not always spontaneous but may need activation, in this case by proper planning. Good planning involves the selection of subjects which stimulate discussion, of leaders who can activate it, and the development of a frame of mind on the part of the membership which will make many participate. If we can develop active discussion groups on live topics we will attract new members and increase our own enjoyment and benefit.

I realize the suggestions I have made are only sketchy, and that real work is still needed to translate them into a local program, but I feel that effort along these lines would be rewarded.

To summarize in brief, I would say that I believe the development of the Society at the grass roots, which, in turn, will determine its national strength, will be determined by the answer to the two questions:

- 1) Do you serve your community, and
- 2) Does your organization have an educational program, or does it merely amuse you?

#### NEW MEMBERS FOR APRIL, 1951

##### National

Gordon H. Duff, 1340 Linn Street, Peoria, Illinois (Peoriarea Chapter).

Richard A. Mullins, Box 86, Danville, Illinois (Champaign County Chapter).

##### Engineer-in-Training

Harry Edward Beams, 909 Indiana Avenue, Springfield, Illinois (Capital Chapter).

Robert Joseph Schaffhausen, 533 N. Seminary, Galesburg, Illinois (Kewanee Chapter).



# The Professional Engineer and National Security

Address by S. L. STOLTE  
*President, National Society of Professional Engineers*

(66th Annual Luncheon, I. S. P. E., Feb. 2, 1951)

We have just turned the half-century mark and we have every reason to believe that the next fifty years will see just as great a change in our way of life as was experienced during the last fifty. Even in my memory (and I cannot testify to conditions as early as 1900) I can remember when the horse and buggy and the team of bays hitched to a lumber wagon were our means of transportation. Granddad only lived seven miles north of town on a farm—but it was an all-day trip for him to take the farm products to town, do the shopping and return in time to do the chores at night.

I remember the first steamer car I saw and how it was considered reckless driving to speed down the street at more than fifteen miles an hour.

In a few short years, also, came the telephone, the movies, the radio, the airplane, and now TV, the A-bomb, jet propulsion, radar, the H-bomb and supersonic speeds to name just a few.

Of a more personal consequence in terms of heat, light, food and shelter have come vast improvements to afford these basic necessities for living or better living and, with the increasing size and density of population centers, have come protected and even treated water supplies, sewage disposal, refrigeration including deep freeze units, air conditioning even to electronic filters and disinfecting rays. Plastics have revolutionized not only material for utensils but for wearing apparel, fabrics of all kinds and substitute products for almost all articles we had considered as being possible only from so-called natural or raw materials as we knew them.

When nature indicated a limited supply of a needed raw material, research activities were launched and a synthetic substitute was and is developed.

We are the greatest builders of roads, railroads, bridges, dams, power plants, buildings and machines of every description that the world has ever known.

I remember in the thirties, we had an exhibit at a local art gallery depicting the relative size of the earth in various periods up to the present and how in a relatively short space of time the relative size of the earth had shrunk from a huge sphere of several feet in diameter to a small ball of only an inch or two in diameter, all due to increasing speeds of travel. In the short space of a hundred years, the distance from Minnesota to California has changed from a trip requiring months to one of hours. I can now pick up the telephone in St. Paul and call New York, Los Angeles or Dallas, Texas, as easily as I used to call my next door neighbor.

Why do I mention all these developments? Only because at the bottom or in the middle of each you will find the engineer or many engineers. It is true that often the engineer is not the only member of the team for it may include research scientists, chemists, physicists,

mathematicians and the like; but, finally, it is the engineer that applies the know how to make the item practical for production, construction or use for the convenience of man.

I always like to get back to certain fundamental definitions in order that we may all have the same appreciation or understanding of the facts involved. We are talking about the professional engineer. Just exactly what is the professional engineer?

We all know how widely used is the term "engineer." Quite recently, and to our profession's embarrassment a commemorative stamp was issued by the government dedicated to the "American Engineer." And who was he?—Casey Jones, the operator of the railroad engine of locomotive. We know that most occupations, if they can somehow add the handle of engineer to the job, they can thereby give it prestige, importance and even dignity—but, by the same process, they have diluted the meaning that you and I have for "engineer."

Especially during the past fifteen years have we been wrestling with this very item. The more we studied the scene, the more it seemed that we were butting our heads into a stone wall if we wanted to undo all the damage we had allowed to grow in society through the ages by the promiscuous use of the term engineer. Some of our forerunners in the profession must have had this vision because, in 1907 in Wyoming, they passed the first registration law in the United States for the practice of the profession of engineering. Not until some twelve years later did this thought really take root when state registration laws for engineers jumped from four to twenty by 1921. Gradual expansion continued until a more pronounced spurt in 1935 carried the total states covered to 35. The idea was then over the hump, but not until 1950 did we complete the coverage when the District of Columbia registration act was passed by Congress. Now all states and territories of our country require that a professional engineer must be registered before he is allowed to practice and, in most cases now, the state registration laws are quite explicit that in order to safeguard life, health and property and to promote the public welfare, any person offering to practice professional engineering shall be registered. The laws even go further and state that it is unlawful for any person to use in connection with his name any title or description tending to convey the impression that he is a professional engineer unless such person is qualified by registration.

Why all this concern? Only because, when unqualified persons attempt to practice our profession, life, health and property are in jeopardy.

Now we get down to the point of definition that started all this part of the discussion. Laws to be constitutional must be clear to the man of ordinary intelligence so he



an determine whether he is inside of or violating a law. Our registration laws must therefore define a professional engineer and the practice of professional engineering.

To make short of a long series of personal experiences in arriving at such a definition and particularly after the Illinois law was declared unconstitutional, I believe in 1944, I have the following personal definition of a professional engineer:

A professional engineer is a person educated in the principles of mathematics and the physical sciences who applies this knowledge to direct and control the materials and forces of nature for the safe, economic use and convenience of man.

You can readily see the difference now between a scientist and an engineer. The scientist discovers the natural law, theorem or principle and the engineer applies it—makes it practical, safe, economical and usable. Many times, of course, the two capacities are practiced by the same individual.

There has been an awakening in the last several decades in our profession—a professional consciousness that there is more to engineering than just creating a gadget, machine, structure, or bomb. There is the responsibility for us to analyze the impact of each creation on society. There is the requirement that we study the social sciences and humanities so that we may better understand man, his reactions and living habits. We are sincere that the benefits of our work are to accrue to the people but we have (in the past) not been around to see that this integration is properly handled.

In other words, the engineer has not followed through on his works wherein he was around on policy making bodies and assumed his proportionate place in political, civic and management posts to see that serious economic and social unbalance were minimized by the work and efforts of our profession. There is a genuine professional responsibility that we have to face up to for society.

Now let us quickly review a few illustrations wherein with only 5.2% of the world's land area and with only 6.8% of the world's population, the United States exceeds the rest of the world in the production of coal, iron, petroleum, silver, lead, zinc, synthetic rubber, and, we believe, atomic energy; the U. S. exceeds any other country in the world in the production of meat, cotton and tobacco; total railroad mileage exceeds 240,000, whereas with more than twice the area the U.S.S.R. has about 60,000 miles; shipping exceeds 15,000,000 tons annually; and nearly a million miles of highways are reported of which half have been improved and again by comparison it is reported that the U.S.S.R. has only 220,000 miles.

All of these staggering accomplishments have first been made possible by our form of government that (at least up to now) has given encouragement to the individual's enterprise and woven neatly into all of the accomplishments is the engineer's "know how" of creation, production, construction and operation.

Now, with the above preparation, let us get down to the subject for discussion, "The Professional Engineer and National Security."

Whether we like it, admit it or not, the present and future world is becoming more and more dependent upon technical knowledge and by the same token it will become more and more dependent upon the professionalism in our profession. I have often reflected that, if just the two professions of medicine and engineering had the moral fibre to say no to men like Hitler, Stalin, and their like when asked to contribute its professional services to their nefarious aims, we just would not have these awful, wasteful, and costly wars.

If nothing else, engineers are realists. We deal best in tangible facts. Some of our greatest current development is, however, in dealing with less tangible facts, the humanities. But, as realists, we are concerned with those conditions in our profession which we know will adversely affect national security if improperly handled.

We know that the future of our ability as a profession to serve the nation is directly dependent upon a continuous and increasing flow of properly qualified engineers.

At present there are about 400,000 professional engineers in this country of which about 160,000 are registered professional engineers. In addition, during the past decade we have been examining and certifying young engineers upon graduation as Engineers-in-Training and this figure has now reached about 20,000.

It is now estimated that our country needs about 30,000 new engineering graduates each year. The big bulge in our crop of engineering graduates was reached in 1949 and 1950 when an annual total of 50,000 were graduated. You appreciate the World War II years interrupting the normal training and subsequent federal assistance in education to veterans caused the great upswing in enrollment. In the late forties, many forecast an oversupply of graduate engineers but this never happened because two factors have blunted these fears. One is that expanding industry and management have absorbed all the engineers we could graduate and now our returning war economy has added its demand for engineers to such a degree that there is actually an impending shortage.

I say impending because enrollment at engineering colleges has now dropped so markedly that by 1954 it is estimated that we shall graduate only about 11,000 engineers and this figure may be further reduced by manpower draft policies.

We believe that many high school seniors that would normally have gone on into engineering in college this past year were discouraged by some forecasts of overcrowding in the profession and now the situation of number being trained in engineering is reaching a serious low point. The national security of our country requires the reversal of these figures.

Recently our Society in a meeting at Little Rock adopted a policy statement on National Security. Its opening sentence states that the total welfare and secu-



ality of the United States and not the best interests of any group or of any individual is the basic consideration for all questions to be resolved in this policy statement. This statement covers suggestions for a four-point policy for mobilization of engineers in the armed services and civilian industry and the maintaining of a continuous flow of students into college. High points in the recommendations include:

Armed services is to establish policy or review boards, composed of professionally-qualified officers of high rank who would be given adequate authority to establish policies, to investigate or cause to be investigated the apparent misuse of professional personnel and to recommend transfers of such personnel to appropriate assignments in an attempt to effect complete and most effective utilization of the professional personnel in the armed services.

Those who are best qualified to serve the national defense material production must not be allowed to be used for the less essential production of goods or services for the needs of the civilian population.

A national review authority should be established to consider applications for deferment from military service on the basis of employment in civilian research or production having a direct bearing on and relationship to the national defense effort, and such requests for deferment should originate from the employer.

A maximum number of engineering and science students must be allowed to complete their formal education and be allowed to acquire necessary experience to appropriately utilize the education acquired.

I believe we all appreciate that another World War will be a total war requiring a total effort. I believe all our physically fit young engineers should first be a part of our armed services and receive such military training and service as will enhance the above objectives—but, certainly, it is better to keep the properly trained and experienced engineering mind doing the more effective work in his proper groove where his results can often produce many fold the effect he might render if he were only on the firing end of a gun. The outlook is so grim

that we just must use our most effective weapons (and in this case our manpower) in their proper places.

Also, in a total war, and possibly for the first time having this war in our own backyards, civil defense assumes more importance for realistic handling. The engineer is again in an excellent position to give needed effective help. If a bomb—of whatever the variety—were to drop on a huge city of this country, present results would be disastrous. Planning for the proper handling of transportation, water supply for fire fighting and human consumption, demolition of unsafe structures, reestablishment of knocked out power, light, communications and the like are properly in the engineer's lap. We are just now becoming serious about incorporating some flexibility and protection into these municipal services. Dispersal of our industries and communities, bomb shelters and similar topics are now under serious discussion and handling. Our engineers remaining on the home front have a great responsibility and service they can render to their communities—and they are doing this in an ever increasing tempo.

As design engineers, we are looking at our end products in an entirely different attitude when we appraise what its details should include in order to safeguard to maximum its continuing service in the light of sabotage or attack.

If the above overemphasizes the importance of the engineer in all the scenes for our national defense, then let me say that all of us appreciate we are a part of a great cooperative team, each member of which has an important job to perform and that by a little advance planning, assumption of responsibility as outlined and being in the right spot as needed, the professional engineer can be a most effective cog in the great machine for our national defense.

## News From Chapters

### DuKane Chapter

The regular March meeting was held March 15, 1951, at the Red Lion Inn. A delicious potted Swiss steak dinner was thoroughly enjoyed by 31 members and guests.

The business meeting was called to order and the minutes of the last regular meeting were read and approved.

President Bateman read a letter from NSPE President S. L. Stolte regarding plans for unification within the Engineering Profession. He appointed Engineer C. J. Vranek as a committee of one to study the complete report which was published by the NSPE on the proposed unification and give a condensation of it at the next meeting.

The President paid a compliment to our Publicity Chairman, Engineer W. D. Wilson, for the splendid efforts he has put forth in recent weeks.

Emphasis was placed on the importance of securing new members, and each member was urged to secure at least one new member during the ensuing year.

Engineer Rob Roy reported that during the last convention, ISPE President V. E. Gunlock voiced his intentions of attending a DuKane meeting in the very near future, and wanted us to set a date for his visit. Rob also read a letter from U. of I. College of Engineering Dean W. L. Everitt which was rather humorous in its references to the unique design of Rob's pipes. Apparently Rob kept the Dean supplied with kitchen matches throughout the convention, matches being even more important to the pipe smoker than tobacco.

Mr. Mathon Kyritsis, owner and operator of the Mathon Kyritsis Fishing Company of Waukegan, President of the Commercial Fisherman's Association of Illinois, and Vice-Chairman of the Fish Protection Commission for Lake Michigan, was introduced as the speaker

(Continued on page 10)



**Illinois Society of Professional Engineers**

Affiliated with the National Society of Professional Engineers

**Monthly Meeting—April 3, 1951**

Dean Ovid Eshbach spoke to forty members and guests on a subject matter of current concern to industry and education. He was introduced by Wm. O. Swinyard, Chairman of the Program Committee and discussed the need of industry and the Armed Forces for scientists and engineers. He mentioned that at the present time there is a shortage and that present draft rules and regulations will accentuate this lack of trained personnel.

**Advertising**

Mr. Duncan Campbell, Chairman of the Advertising Committee, stated that the present publication of the *Illinois Engineer* runs a deficit of approximately \$2,000 per year and stated that the goal of the Advertising Committee was to obtain sufficient advertising to at least make up this deficit. He stated that relatively the rates for advertising in this publication was low and that possibly some of the members could contact various organizations for support advertising, which would also be to their interest.

**Membership**

H. F. Sommerschild, Chairman of the Membership Committee, states that new membership applications are beginning to come in. Team captains are urged to get busy because the next issue will carry a list of new members obtained by each captain.

John A. Fensterle, Team Captain on the Membership Committee, is now leading the league in obtaining new members.

The State Conference of Chapter Presidents, Secretaries and Board Members met at Peoria on April 14th and was presided over by Virgil L. Gunlock, and members of this chapter in attendance were: John Dolio, George DeMent, and Harold Sommerschild.

The Chicago Chapter officers learned much about the Society's activities and methods of operation. Suggestions to the State officers for assisting the chapters in their activities were made by those present and adopted by the State officers.

Those attending from Chicago would like another conference of the same nature to be held in October or November.

**Structural Conference**

The following members of the Chicago Chapter were seen at the Structural Conference put on by the Extension Division of the University of Illinois: Elmer F. Fiesenhiser, Arthur Kaindl, Hugo J. Stark, Milton F. Page, Henry Penn, Richard E. Schmidt and daughter, Barbara Hornkohl, Harold Sommerschild.

There were over 450 in attendance and all reported an interesting and educational program.

**Civil Defense**

Wm. O. Swinyard changed the program for the May 1, 1951, meeting. Mr. Swinyard was going to talk on color television but due to the interest in Civil Defense, obtained the services of Kenneth Morris of the Radiological Defense Program, who talked on atomic radiation. Mr. Swinyard's talk on television will be given in the Fall.

**Personals**

Harold V. Hawkins, Illinois Institute of Technology, has accepted a position as Chief Engineer of the Aircraft Division of the Globe Corporation. This company manufactures radio controlled pilotless target airplanes. The main manufacturing company is located at the Lockport Airport. Mr. Hawkins will still be connected with the Chicago Chapter.

Virden E. Staff was recently made Chief Engineer of DeLeuw & Cather Company.

Charles Burdick of Alvord, Burdick & Howson, Consulting Engineers, and Loran D. Gayton, Assistant City Engineer, City of Chicago, have been appointed by President George DeMent as Chairmen of the Young Engineer Counsellors Committee.

C. J. McLean, Hydraulic Engineer for the Public Service Company of Northern Illinois, represented the Chicago Chapter at the National Conference on Industrial Hydraulics.

**Meeting Notice—June 5, 1951**

W. L. Everitt, Dean of the College of Engineering, University of Illinois, will give a talk on the "Responsibilities of the Professional Society in the Education of an Engineer" at the Navy Branch of the University of Illinois, instead of the Electric Club. Watch for the meeting notices for more information.

**Superhighways**

Mr. George H. Wildeson has been advanced to District Engineer of County Roads and City Streets in the Chicago office of the Illinois Division of Highways. Mr. Wildeson was formerly assistant to the department head and the advancement came as a result of separating superhighway work from regular motor fuel tax work in the county and municipalities.

In Topeka, Kansas, the driver of a truck involved in an accident told the highway patrol that a dog, riding with him in the cab, pushed on the accelerator as the truck rounded a curve. The unexpected burst of speed caused the truck to collide with a passenger car, injuring two persons. Report did not state what happened to the dog.

*Happiness adds and multiplies when we divide it with others.*



## NEWS FROM CHAPTERS

(Continued from page 8)

of the evening. Besides being an accomplished story teller who kept his audience laughing much of the time, he also has an apparently inexhaustible store of facts and figures regarding the decline of commercial and recreational fishing in the Great Lakes region during the past few years.

Highlights of his remarks: A description of how the much publicized sea lamprey has travelled from the Atlantic Ocean down the St. Lawrence River, coming through the Waterway attached to steamers when it was temporarily stopped by Niagara Falls, and eventually getting into the Great Lakes to attack the whitefish and trout and virtually ruin the commercial aspects of Great Lakes Fishing; A description of the corrective measures taken to alleviate this condition and the results; How Lake Michigan fish production has dropped from 1,000,000 to a mere 50,000 pounds annually; How excessive industrial waste materials and human greed have been an even more important factor in the decline of the fishing industry than the lamprey; How this country now imports over 3½ billion pounds of fish a year because of the lack of them at home; How the Federal Government has been somewhat lackadaisical in taking an active interest in this vital problem; And that unless something drastic is done, and soon, to preserve and revitalize our fishing industry, in the not too distant future our wonderful Great Lakes will become another Dead Sea.

Mr. Kyritsis had movies which showed the lamprey in action in its destructive methods of attacking fish other than itself, and other shots showed interesting scenes in the lives of commercial fishermen.

This was one of the outstanding programs to date, and Mr. Kyritsis was kept busy answering questions for some time following the conclusion of the formal portion of his presentation.

GEORGE M. BOOTH, JR., *Secretary*.

### Ambraw Chapter

The meeting of the Ambraw Chapter of the Illinois Society of Professional Engineers was held at the Legion Home in Newton, Illinois, on February 28, 1951, with President B. P. Johnson presiding.

Dinner was served at 7:00 p.m. to 19 members and five guests. The meeting was called to order at 8:00 p.m. Minutes of the previous meeting were read and approved.

The following guests were introduced: Mayor Len R. Grinker, Newton; James Wells, Editor of The Newton Press, Newton; John Joy, U. S. Navy; C. L. Dees, Supt. of Highways, Crawford County; and Marion Smith, Engineer with the firm of Marbry and Johnson, Robinson, Illinois.

The following bill was allowed: Wayne's Restaurant, for dinners not cancelled, \$12.00.

A motion was made and carried directing the Chapter Representative to investigate and bring up for discussion, at the next meeting, the practice now being carried on in our soil conservation program in regard to the engineering phase.

Mr. Henline, Chapter Representative, gave his report on the State meeting and gave a short discussion of the happenings at the meeting.

A motion was made and carried that the name of Mr. Frank Warren be stricken from the records of the Ambraw Chapter and that the Secretary be notified in separate letter as to the discussion of the chapter.

This was followed by a discussion on the \$1.00 refund from State dues.

Meeting adjourned at 9:30 p.m.

JOHN A. HARDWICK, *Secretary*

### Lake County Chapter

The Lake County Chapter of the Illinois Society of Professional Engineers held its monthly meeting Wednesday evening, March 21, 1951, at the Swedish Glenside Club in Waukegan, with 64 members and guests present for dinner.

President Calkins called the meeting to order at 8:15 p.m. Minutes of the February 21, 1951, meeting were read and approved, and the treasurer's report was read and approved.

Membership Chairman Anderson reported on plans to enlist new members and read letter from Assistant Secretary Roberts in regard to dues of members called to active duty in the service. Names of such members will be kept on file at Champaign and "the Board will take appropriate action on their dues status when they return to civilian life." In the meantime they will be held "status quo."

Legislative Analyst Bleck reported it had been decided that engineers should be included, along with architect and structural engineers, in the proposed new state licensing law, but that no one had been appointed to follow up on this.

In regard to the Registration Law, Mr. Simonson reported that he had received a list of registered engineers in Lake County.

Publicity Chairman Hooper urged members to support the national drive for funds to put over the public relations campaign and advertise the significance of registration.

Chapter Representative Simonson stated he had received a letter from the Capital Chapter in regard to the speakers table our chapter recently acquired.

President Calkins reminded members of the Special Conference to be held in Peoria April 14, 1951.

Mr. Needham reported for the committee appointed to look into ways and means of raising money for expense of officers attending the annual meeting and other official meetings. After considerable discussion, a motion was made by Mr. Beck, seconded by Mr. Leitzke, to raise chapter dues to \$3.00 annually—motion carried. It was



suggested that the increase in chapter dues was not permissible under the charter and it was moved by Mr. Leitzke and seconded by Mr. Amstutz, that the chapter officers should meet to determine the legality of a chapter dues increase and report at the next monthly meeting. Motion carried.

Mr. Amstutz introduced the speaker of the evening, Mr. Virgil Gunlock, I.S.P.E. President and Commissioner of Subways and Super Highways in the City of Chicago. Mr. Gunlock showed the magnitude of the super highway undertaking in Chicago, the proposed routes and the difficulties and problems encountered. He then turned to Society affairs and spoke of his recent trip to Washington and his impression of the greatly increased status of the N.S.P.E. in the national scene.

The meeting was adjourned at 9:50 p.m.

R. G. KRAMER, *Secretary-Treasurer*

## Rockford Chapter

The March meeting of the Rockford Chapter was held in the Paul Revere room of the Lafayette Hotel on March 8, 1951. Dinner was served at 6:30 p.m. to 21 members and guests and the meeting called to order at 8:00 p.m. by President Charles N. Debes, who explained that at the last moment the plans for a speaker had been changed so there was no organized program, but rather that the time would be spent in a discussion of the problems confronting the chapter. He explained that the major goal of the chapter for the year was to double its membership.

The minutes of the previous meeting were read and approved after dating. The treasurer's report was approved as read. Several bills were approved for payment.

Each member present, who had attended the 66th annual meeting was called to report on various phases of the convention. Arnold Lundgren gave a very interesting report on previous meetings and how the Technical Sections had been dropped in favor of devoting more time to business sessions.

John Duguid gave a very comprehensive report of the final meeting of the 66th Board of Direction and the organization of the 67th Board of Direction.

In accordance with a request from the bank, the following resolution was presented:

"Be It Resolved, That the Illinois National Bank & Trust Co. of Rockford, Illinois is hereby designated a depository in which the funds of this organization may be deposited and that any one of the following of this organization, President or Secretary-Treasurer, be and hereby are directed and authorized to open an account or accounts with said Bank and make such arrangements for the conduct thereof as shall seem proper; and execute and sign all checks, drafts and orders for the payment of money so signed and drawn and charge them to the account or accounts of this organization, without inquiry as to the circumstances of issue or the disposition of proceeds, whether payable to the order of or endorsed or negotiated by any officer or person participating in the execution thereof or whether deposited to the individual credit of any such officer, person or otherwise, and to endorse for negotiation, negotiate and receive the proceeds of any negotiable instrument, check, draft or order for the payment of money payable to or belonging to this organization.

"Be It Further Resolved, That all prior resolutions heretofore adopted by this organization authorizing the maintenance of its accounts and the transaction of its business with said Bank be and the same are hereby revoked and cancelled."

It was moved by Carlo Christensen, seconded by Warner Johnson, that the above resolution be adopted. Carried.

President Debes presented several items of particular interest taken from the weekly State news letter. Considerable discussion followed relative to the time of the annual State meeting.

It was moved by Duguid, seconded by Henning, that the letter relative to this matter be placed on file. Carried.

A discussion relative to the Brochure for High School Seniors followed. Many suggestions were offered. It was decided to invite student counselors from all high schools in the area to the April meeting and to devote a portion of this meeting to a consideration of the problem of assisting high school students in their selection of an engineering career.

The following committee chairmen were appointed by the president: advertising, John C. Wisner; legislative analyzing, William T. Ades; membership, Gilbert D. Henning; public interest, Robert B. Galvanoni; Civil Defense, Louis J. Daigle; publicity, Ernest D. Middaugh (Gilbert D. Henning, acting chairman); program, John G. Duguid; ethics and practice, Arnold Lundgren; young engineers counselor, Henry A. Riedesel; junior representative to executive committee, Edmund J. Gronecki.

Considerable discussion followed relative to setting a definite time each month for the chapter meeting. The thought of setting a definite week of the month with rotating days of the week was suggested.

It was moved by Galvanoni, seconded by Wisner, that the April meeting be held on Friday of the third week of the month and subsequent meetings be held the third week of the month with the day rotating from Tuesday through Friday. Motion carried.

Meeting adjourned at 10:45 p.m.

LYLE B. PORTER, *Secretary*

## FROM THE N. S. P. E. LEGISLATIVE BULLETIN

### National Legislation Pending

The Air Force Organizational bill (H.R. 1726), passed unanimously by the House of Representatives late in January, has been sent to the Senate where it was referred to the Senate Armed Services Committee. This legislation is comparable to the Army Organization Act of 1950 (P. L. 581, 81st Congress), one of the major exceptions being that the Air Force is not broken down into legislated corps, services, and branches.

It will be recalled that through the efforts of N. S. P. E. and other interested engineer associations, the Army Organization Act was modified to include certain so-called "professional provisions." These in effect stated that officers assigned to technical, scientific, and other



professional duties in the Army should be qualified to perform such duties, and that, whenever possible, officers assigned to such duties, including engineering, should possess qualifications similar to those usually possessed by civilians in comparable occupations. The Air Force Organizational bill, as it now stands, does not include such provisions.

#### **A Proposal to Bring "Technical" Engineers Within the Provision of the U. S. Minimum Wage Act**

Two bills (H. R. 2344 and S. 644), exactly alike, and apparently with a union background, have been introduced in the House and the Senate by Congressman Roy W. Wier of Minnesota, and Senator W. G. Magnuson of Washington, respectively. These are designed to modify the minimum wage rate law (P. L. 789, 71st Congress) by terms of which, ultimately at the discretion of the Secretary of Labor, a minimum wage is established for mechanics and laborers employed on public building contracts amounting to more than \$5,000 in the United States or the District of Columbia.

In addition to mechanics and laborers, the proposed amendment would bring under operation of the law "architects, technical engineers, draftsmen, and technicians." It is probable that "technical engineer" as used here may be interpreted to include certain classes of professional engineers.

The bills have been referred to the appropriate House and Senate committees.

#### **Proposed Amendment of the 1938 Fair Labor Standards Act**

Because rulings adversely affecting the engineering profession have been made under this Act, and since such rulings do not in all probability reflect the true intent of the legislators in passing this law, certain amendments to the Act have been proposed (H. R. 2940). These amendments make the Act specifically read that "goods" as defined therein "do not include plans, drawings, or specifications, or other written, printed, or typographical material, prepared or furnished by any person in connection with the performance of professional architectural, or engineering services." In addition, referring to the Act's definition of "produced," the proposed amendment reads, "An employee shall not be deemed to have been employed in any closely related process or occupation directly essential to the production of goods by reason of any work arising out of architectural or engineering services by his employer."

#### **President's Water Resources Policy Commission**

With the publication of an elaborate volume entitled "Ten Rivers in America's Future," and a statement of a "Water Policy for the American People," the President's Water Resources Policy Commission has completed its foundation work. The "Policy" recommended includes the rapid completion of projects in hand; the starting of future construction only as it is in conformity with a general plan, or associated with the present emergency; the collection of additional data, and the review

of basic programs; and finally the designing of any new projects so that they safeguard any existing or future projects. These last two volumes complete the series of four published works resulting from the commission studies.

#### **State Legislation Pending Ohio**

Ohio Senate Bill 77, initiated and supported by O. S. P. E. is designed to make two changes in the present Ohio registration law. First, it provides as a partial requirement for professional engineer registration when formal education is relied on, that the school or college shall be "approved by the Board as of satisfactory standing." Second, in order to encourage the registration of outstanding or important engineers, now exempt from registration under the Code because they deal with design or fabrication of manufactured products, the amendment provides in part that registration without examination is possible to "a person who is possessed of long established and recognized standing in the engineering field, provided such person is not less than 50 years of age and has a record of not less than 25 years practice of engineering, of which at least 15 years shall have been in responsible charge."

O. S. P. E. has also endorsed Ohio House bills 4, and 188 which seek to give the Ohio Director of Highways power to enter into contract with consulting engineers to perform engineering services.

#### **Missouri**

Missouri Senate Bills 52 through 55 provide that no person other than a registered professional engineer shall be appointed, or elected to, or hold the office of a district engineer . . . a city engineer, county engineer . . . except that such engineers now in office may succeed themselves without being so registered. Senate Bill 55 makes it unlawful for any person other than a registered professional engineer to draw any compensation payable in whole or in part out of public funds for any engineering service. There is a saving clause covering those currently in public office, and an additional provision exempting those working under the direction of a registered professional engineer.

#### **Alaska**

House Bill 98 introduced in the Alaska Legislature proposes very considerable changes in the Alaska registration law. First, all money in excess of \$10,000 at the disposal of the Alaskan Board at the end of the calendar year shall be turned over to the Territory's general fund. Second, registrants shall be permitted to practice only in the field or fields in which registered. Third, a category of "engineer specialist" is set up to designate a person who can qualify for registration under one of the major branches designated by the board to be specifically designated as "land surveyor, sanitary engineer, radio engineer, telephone engineer, etc." Fourth, "provide that the applicant's qualifications meet the requirements of the act and the rules established by the board" a general



provision for reciprocity is established. This, incidentally, appears to abolish the former requirement of a \$250.00 fee for one year's registration of non-residents for a specific project. Fifth, the secretary of the board is charged with the duty of notifying registrants of expiration dates of registration, and finally all law officers of the territory are required to enforce the provisions of the act.

### CENTRAL ILLINOIS CHAPTER HOLDS ANNUAL "BOYS' NIGHT"

The following excerpts were taken from a letter to the membership of the Central Illinois Chapter announcing their annual "Boys' Night" program. Mr. D. R. Chicoine is chairman of the Chapter Attendance Committee.

"As has been the custom in recent years, we are setting aside our regular April meeting as 'Boys' Night.' We all know how this activity is in keeping with one of the basic aims of our society, the encouragement and enlightenment of young men, interested in engineering.

"Program: Prof. H. L. Walker, Head of the Metallurgical Engineering Department at the University of Illinois, will speak on 'Careers in Engineering.'

"The Society will contact the high schools in this locality, and will invite these seniors who show interest. When you make your reservation, please advise if you would like to have one of these boys as your guest, or if you're bringing a boy along. We'll inform you later as to the name and address of the boy whom you will sponsor.

"Disa and Data: Here's your chance to help the Society to render a real service. . . . Let's all help make 'Boys' Night' a success. . . . Remember Wednesday noon for your reservations. . . . Let's hear from you all."

### FROM CAPITAL CHAPTER CHATTER To Our EIT Members

There appears to be a tendency among EIT members to feel that they cannot afford to continue membership in *their* professional society and consequently they drop out. This chapter in recent months has lost a large number of EITs due to their moving away. It can ill afford to lose those remaining. Nor can the EITs afford to lose their membership in a society created for them and the generations following.

The American Medical Association and the American Bar Association have gotten where they are because for years the members were faithful and continued their memberships in their professional societies—that is the only guarantee for a successful future.

Those of us who are older can expect small recompense for our efforts in helping to get started a comparatively new national society representing our profession. Our reward must come from the knowledge that we have laid the cornerstone for you, the younger engineers, so that you can build thereon a strong national society which some day, if you are loyal in your support, will do for you what the AMA and the ABA do for their members.

We do not regret our efforts but we do regret that we have not instilled in you the feeling that *your* professional society must come first and that many of the things

you now consider important are of only secondary importance to your acceptance of the responsibility of carrying on what we have started—the development of a strong national society representing all professional engineers, regardless of branch of engineering, at the national, state and local levels, one that can surpass in strength the combined forces of the AMA and ABA. Our potential is greater than these combined.

Some of you are discouraged in your profession. That is only natural and a feeling of all generations of engineers of the past. Realization of the need that something must be done to correct this situation—to educate the public to the recognition of engineering as a profession—is the reason for our efforts in developing this professional society, The National Society of Professional Engineers. Our time is short and we unfortunately cannot accomplish too much. You are young and have a long time ahead of you to carry on successfully what we have started. That is your duty to yourself and to your profession.

Ponder long and seriously over this matter of letting your membership lapse. The cost to you is only three cents a day. Certainly there are other things of less importance to your future, costing that much or more, that you can do without.

If you have already resigned, reconsider and reapply. If you intend to default by delinquency of dues payment, don't.

HARRY CORDES

### "WHAT DO I GET OUT OF OSPE?"

We have all heard the remark from one of our fellow Engineers, and quite frequently it poses a problem. Nine out of ten who make such a remark do not or cannot attend the meetings and similarly have no active participation in the Society; result—a very mild interest in the activities of the group.

The solution which we will all find to be the most satisfactory—ATTEND the meetings, WORK on the many committees, SOLICIT new members, HELP the executive board in their undertakings. These, and these only, will give each of us the feeling of accomplishment.

*From The Cleveland Engineer*

### WARS AND EDUCATION

If there are many more wars, and unless some major remedy is found, education may get too costly for anyone to afford it. Bruce M. Bigelow, vice-president of Brown University, says that every war necessitates a rise in tuition fees.

He tells what happened at Brown.

"Before the Revolution, tuition at Brown was \$12 a year. After the Revolution it was \$16. It was \$36 when the Civil War began and seven years later it was \$100. It was \$175 when World War I started and two years later it was \$250."

When World War II began it was \$350.

Today—\$500.



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## TRUCK DRIVERS APPRECIATE

### "PORT IN A STORM"

Now and then a truck driver honks his horn as he passes the 100-year-old Younker house on Route 18, just outside the small town of Medina, Ohio.

It is just his way of saying "thanks again" as he remembers the November night last year when a raging blizzard stalled his rig on that same highway.

Mr. and Mrs. John Younker took 40 stranded travelers into their home. Altogether, people in and near Medina fed and sheltered nearly 2,000 people over a period of five days.

During the same storm, the town of Irwin, Pa., western terminus of the Pennsylvania Turnpike, harbored some 3,500 refugees.

Truck drivers who benefited from this hospitality talked about it at roadside restaurants and wondered how they could express their gratitude. Within a month, a testimonial fund was started. Eventually, contributions from drivers and companies totaled more than \$4,000.

Each town was presented its share of the fund recently in testimonial ceremonies.

Irwin will use the money to buy new books for its library. Medina will spend its fund to build a new stone shelter in its park.

*The only difference between a rut and a grave is their dimensions.*

—ELLEN GLASGOW

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